

Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 OES-03 CEQ-01 EPA-01

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FM AMEMBASSY PARIS

TO SECSTATE WASHDC 9811

INFO AMEMBASSY LONDON

FAA BRUSSELS

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E. O. 11652: N/A

TAGS: EAIR, FR

SUBJ: GOF AIDE-MEMOIRE ON CONCORDE

REF: PARIS 13460

1. BELOW IS UNOFFICIAL TRANSLATION FOREIGN MINISTRY
AIDE MEMOIRE ON CONCORDE.

2. QUOTE. THE FRENCH AUTHORITIES WISH TO CALL THE
ATTENTION OF THE AMERICAN AUTHORITIES TO THE
CONSEQUENCES THAT WOULD RESULT FOR THE CONCORDE
PROGRAM FROM ADOPTION IN ITS PRESENT FORM OF THE
"NOTICE PROPOSED RULE MAKING" (SIC) ON THE NOISE OF
SUPERSONIC AIRCRAFT, WHICH EPA HAS PROPOSED TO FAA BE
ADOPTED BY THE END OF THE MONTH OF MARCH 1975. THE
NPRM IN QUESTION PROVIDES IN EFFECT:

--THE OBLIGATION FOR ALL SUPERSONIC AIRCRAFT TO
CONFORM TO FAR 36 REGULATIONS, WHICH ARE NOW
APPLICABLE TO SUBSONIC AIRCRAFT,

--EXEMPTION FROM FAR 36 FOR THOSE AIRCRAFT OF
WHICH 5 PERCENT OF THE VALUE OF THE AIRCRAFT HAS
ALREADY BEEN MANUFACTURED.

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A) IT IS RECOGNIZED BY ALL INTERNATIONAL

EXPERTS THAT IT IS NOT POSSIBLE WITH CURRENT TECHNOLOGY APPLICABLE TO SUPERSONIC AIRCRAFT TO REDUCE THE NOISE OF THESE AIRCRAFT TO THE LIMITS IMPOSED BY FAR 36. IN ORDER TO CONFORM TO THOSE LIMITS IT WOULD BE NECESSARY TO REDUCE THE NOISE OF THE AIRCRAFT BY 27 EPNDB AT THE THREE MEASURING POINTS. HOWEVER, ONLY A REDUCTION OF THE ORDER OF ONE HALF OF 27 EPNDB COULD BE HOPED FOR AT THE PRESENT STAGE OF THE TECHNOLOGY. AND EVEN HERE IT MUST BE STRESSED THAT A NOISE REDUCTION OF THAT MAGNITUDE COULD BE OBTAINED ONLY AT THE COST OF AN EXTREMELY SIZEABLE FINANCIAL EFFORT, WHICH WOULD AMOUNT TO SEVERAL BILLION FRANCS. (THIS FINANCIAL CONSIDERATION COULD BE LIKENED TO THE DECISION TAKEN RECENTLY BY THE WHITE HOUSE COUNCIL ON WAGES AND PRICES TO OPPOSE THE RETROFIT OF OLD SUBSONIC AIRCRAFT AS REQUESTED BY EPA IN APPLICATION OF FAR 36, IN VIEW OF THE VERY HIGH COST OF THIS OPERATION COMPARED TO THE VERY LIMITED ENVIRONMENTAL GAINS THAT WOULD RESULT.) IT IS THEREFORE IMPOSSIBLE TO MAKE CONCORDE SUBJECT TO FAR 36 REGULATIONS.

B) IN THESE CONDITIONS THE BUILDERS OF CONCORDE DESIRE:

--THAT A SPECIFIC NOISE THRESHHOLD BE FIXED FOR SUPERSONIC AIRCRAFT,
--THAT THE STANDARD THUS ELABORATED ALSO BE APPLIED PROGRESSIVELY IN TIME AS WAS THE CASE FOR APPLICATION OF FAR 36 TO SUBSONIC AIRCRAFT. IN EFFECT, THE LATTER WAS MADE APPLICABLE TO SUBSONIC AIRCRAFT ONLY IN STAGES, SINCE FIVE YEARS PASSED BETWEEN THE DATE OF PUBLICATION OF THE STANDARD (1969) AND ITS APPLICATION TO AIRCRAFT COMING OFF THE ASSEMBLY LINE (1974). IN ADDITION, THERE IS THE FACT THAT RETROFIT OF SUBSONIC AIRCRAFT BUILT PRIOR TO 1974 HAS NOT YET BEEN DECIDED. THE BUILDERS ESTIMATE THAT THE MAXIMUM NUMBER OF CONCORDES OF THE PRESENT TYPE THAT CAN REASONABLY BE EXPECTED TO BE IN SERVICE BY 1985 WILL TOTAL AT THE MAXIMUM A FEW DOZEN (QUELQUES DIZAINES) AIRCRAFT DISTRIBUTED THROUGHOUT THE WORLD.

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THE FOLLOWING OBSERVATIONS SHOULD BE MADE REGARDING THE CRITICISM TO WHICH THE FRANCO-BRITISH SUPERSONIC AIRCRAFT IS NOW BEING SUBJECTED IN THE UNITED STATES:

1) THE SIMULATION TRIALS CARRIED OUT BY CONCORDE LAST JANUARY IN CASABLANCA SHOWED THAT THE NOISE OF THE SUPERSONIC AIRCRAFT AT THE POINT OF MEASUREMENT

DEFINED IN RELATION TO THE RUNWAYS IS SLIGHTLY
LOWER THAN 109 EPNDB. THE NOISE REDUCTION PROCEDURE
ON TAKEOFF, WHICH MADE IT POSSIBLE TO ACHIEVE THAT
RESULT' OFFERS ALL NECESSARY GUARANTEES FROM THE

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SAFETY STANDPOINT, AND FROM THE OPERATIONAL STANDPOINT
THIS PROCEDURE CAN BE CARRIED OUT BY ANY NORMALLY
TRAINED AIRLINE PILOT IN VIEW OF THE HANDLING
QUALITIES OF CONCORDE. UNDER THESE CONDITIONS THIS
PROCEDURE HAS RECEIVED THE APPROVAL OF THE FRENCH
AND BRITISH CERTIFICATION AUTHORITIES.

2) SINCE THE "NOISE PATTERN" OF CONCORDE
INCLUDES MORE LOW FREQUENCY SOUND THAN DOES THE NOISE
PATTERN OF SUBSONIC AIRCRAFT, THE SUPERSONIC AIRCRAFT
IS CRITICIZED FOR CAUSING VIBRATIONS WITHIN
BUILDINGS. TRIALS CARRIED OUT ON THIS POINT HAVE
DEMONSTRATED THAT THE INTENSITY OF THESE VIBRATIONS
IS VERY APPRECIABLY LOWER THAN THE DAMAGE THRESHOLD
SET FOR THIS PURPOSE BY THE AMERICAN BUREAU OF MINES.
3) EMISSIONS

A) VISIBLE EMISSIONS (SMOKE, DUST, PARTICLES)

CONCORDE EMISSIONS IN THIS CATEGORY ARE TWICE LOWER THAN THOSE OF A BOEING 747 AND THREE TIMES LOWER THAN THOSE OF A DC-8. THESE RESULTS ARE NOTED IN THE FAA REPORT "ENVIRONMENTAL IMPACT STATEMENT" OF MARCH 3, 1975.
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B) INVISIBLE EMISSIONS (GAS)

CONCORDE EMISSIONS ARE OF THE SAME ORDER OF MAGNITUDE AS THOSE OF MOST SUBSONIC AIRCRAFT NOW IN SERVICE.

C) HIGH ALTITUDE EMISSIONS

THE CONCLUSIONS OF THE STUDY CARRIED OUT IN THE UNITED STATES TO EXAMINE THE INFLUENCE OF CONCORDE EMISSIONS ON THE OZONE LAYER IN THE STRATOSPHERE (CLIMATIC IMPACT ASSESSMENT PROGRAM) ARE AS FOLLOWS: THE PLACING INTO COMMERCIAL SERVICE OF PRESENT SUPERSONIC TRANSPORT AIRCRAFT AND THOSE THAT ARE EXPECTED TO BE PLACED INTO SERVICE IN THE FUTURE WILL HAVE CLIMATIC EFFECTS (NOTABLY A REDUCTION OF OZONE) LOWER THAN WHAT IT IS NOW POSSIBLE TO MEASURE.

MOREOVER, THE HUNDREDS OF MILITARY AIRCRAFT WHICH FOR THE LAST TEN YEARS HAVE BEEN FLYING AT ALTITUDES HIGHER THAN THAT OF CONCORDE HAVE NOT UNTIL NOW HAD ANY APPRECIABLE EFFECT ON THE STRATOSPHERIC OZONE LAYER.

OTHER FACTS CAN HAVE A VERY MUCH MORE IMPORTANT INFLUENCE ON REDUCTION OF ATMOSPHERIC OZONE, NAMELY EMISSIONS OF FLUORIDE GAS RESULTING FROM THE USE OF COUNTLESS INDUSTRIAL PRODUCTS.

4) LASTLY, IT SHOULD BE OBSERVED THAT THE APPLICATION FILED WITH THE FAA BY AIR FRANCE AND BRITISH AIRWAYS CONCERNS IN ALL AND FOR THE TWO COMPANIES ONLY FOUR LANDINGS PER DAY AT THE J. F. KENNEDY AIRPORT AND TWO LANDINGS PER DAY AT DULLES AIRPORT, COMPARED TO 1,000 LANDINGS AND TAKEOFFS PER DAY AT NEW YORK BY SUBSONIC AIRCRAFT OF WHICH 60 PERCENT HAVE NOISE LEVELS COMPARABLE TO THAT OF CONCORDE.

IT RESULTS FROM THE FOREGOING--AND THIS IS INDEED THE CONCLUSION OF THE AFORE-MENTIONED FAA REPORT-- THAT THE PLACING OF CONCORDE INTO SERVICE AT THE FREQUENCIES ENVISAGED WILL HAVE NO SIGNIFICANT IMPACT ON THE ENVIRONMENT.

CONCORDE MEETS THE REGULATIONS NOW IN FORCE IN THE UNITED STATES, AND ITS LANDING AT AMERICAN AIRPORTS, ESPECIALLY THE J. F. KENNEDY AIRPORT,
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WILL REQUIRE NO WAIVER. IT WOULD THEREFORE BE A DISCRIMINATORY MEASURE NOT TO APPLY THE REGULATIONS IN FORCE TO THE FRANCO-BRITISH SUPERSONIC AIRCRAFT.

THE CONCORDE PROGRAM IS A REALIZATION OF MAJOR IMPORTANCE IN THE HISTORY OF FRANCE AND GREAT BRITAIN. ITS FAILURE WOULD THUS INEVITABLY HAVE CONSIDERABLE IMPACT ON PUBLIC OPINION OF THE TWO COUNTRIES. IN THESE CONDITIONS THE FRENCH AUTHORITIES MUST INSIST TO THE AMERICAN AUTHORITIES HOW REGRETTABLE IT WOULD BE, IN VIEW OF THE TRADITIONAL RELATIONS OF FRIENDSHIP EXISTING BETWEEN FRANCE AND THE UNITED STATES, IF CONCORDE WERE SUBJECTED TO MEASURES IN THE UNITED STATES THAT WOULD IN FACT LEAD TO JEOPARDIZING THE CARRYING OUT OF A PROGRAM TO WHICH TWO EUROPEAN COUNTRIES HAVE COMMITTED EXCEPTIONAL TECHNOLOGICAL AND FINANCIAL RESOURCES. UNQUOTE.

3. FRENCH TEXT FOLLOWS BY POUCH.
RUSH

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